

**Transportation Improvement Program for the State of Rhode Island  
October 1, 2002 to September 30, 2005**

***Amendment Number 4***

***Approved  
March 11, 2004***

**State Planning Council  
One Capitol Hill  
Providence, RI 02908-5872**

# Highway Program

Approved 3-11-2004

(Costs in Million Dollars)

| Project / Program                                  | Limits   | Municipality                | Function | Fund | Phas | 2004 | 2005  | 2006 | 2007 | 2008 | Total |
|--|--|-----------------------------|----------|------|------|------|-------|------|------|------|-------|
| Highway Design                                     |  |                             | SP       | NS   | D    | 7.00 | 7.00  | 7.00 | 7.00 | 7.00 | 35.00 |
| Highway ROW  |  |                             | SP       | NS   | R    | 2.00 | 2.00  | 2.00 | 2.00 | 2.00 | 10.00 |
| Stormdrain Retrofit                                |  |                             | SM       | S    | C    | 2.30 | 1.40  | 3.00 | 1.00 |      | 7.70  |
| Hartford Avenue                                    |  |                             | SP       | S    | C    |      | 1.00  | 7.00 |      |      | 8.00  |
| Jamestown Br. Demolition - Includes<br>Bike Access |  |                             | SM       | B    | C    | 5.00 | 15.00 | 1.00 |      |      | 21.00 |
| ADA Projects                                       | Locations to be determined   |                             | SM       | S    | C    | 2.50 | 1.50  | 1.00 | 1.00 | 1.00 | 7.00  |
| Landscaping for Prior Year Projects                |  |                             | SP       | S    | C    | .50  |       |      |      |      | .50   |
| Mowry Road   |  | Burrillville                | SM       | S    | C    | 1.00 |       |      |      |      | 1.00  |
| Rt. 3 (Reconstruction)                             | Sandy Bottom Rd. to Reservoir Rd.  | Coventry                    | SP       | S    | C    | 2.70 |       |      |      |      | 2.70  |
| Waterfront Drive North End                         |  | E. Providence,<br>Pawtucket | SE       | S    | C    | 2.40 |       |      |      |      | 2.40  |
| Waterfront Dr.                                     | Warren Ave. Connector - Warren<br>Ave. to Water St.                          | E.Providence                | SE       | S    | C    |      |       | 2.00 |      |      | 2.00  |
| East Main Road                                     | Bailey Brook to West Main Road/<br>West Main from East Main to<br>Coddington | Middletown                  | SM       | N    | C    |      |       | 3.50 |      |      | 3.50  |

**Funding Categories**

B: Bridge C: CMAQ D: Discretionary/Demo  
H: High Priority I: Interstate N: NHS  
P: Planning PLH: Public Land Highway  
R: Recreational Trails S: STP - Minimum Guarantee  
SR: Safety Redistribution

**Function of Project/Progra**

A: Administrative  
SD: Study and Development  
SM: System Management  
SP: System Preservation  
SE: System Expansion

**Phase**

A: Administration C: Construction D: Design, preparation of final construction plans  
E: Preliminary evaluation - no commitment to implementation O: Operations  
R: Right-of-Way - Property and easement acquisition including relocation  
S: Preliminary and environmental studies necessary to make implementation decision

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|--|--|--------------|----------|------|------|-------|-------|-------|-------|-------|--------|
| East Main Road                                   | Bailey Brook to Portsmouth Town Line                             | Middletown   | SM       | N    | C    | 7.20  |       |       |       |       | 7.20   |
| Post Rd.   | School Street to Frenchtown Road                                 | N.Kingstown  | SP       | S    | C    | 4.00  | 7.00  |       |       |       | 11.00  |
| Rt. 4/US 1                                       | Gilbert Stuart Median Turnaround<br>Route 1/138 NE Quadrant Ramp | N.Kingstown  | SM       | NS   | C    | 5.50  |       | 5.00  |       |       | 10.50  |
| Downtown Circulation Improvements                |  | Providence   | SM       | S    | C    | 3.30  |       |       |       |       | 3.30   |
| Dean St., Cahir St. and Stewart St. Improvements | West Exchange St. to Point St.                                   | Providence   | SP       | S    | C    | 3.00  |       |       |       |       | 3.00   |
| Rt. 1 Improvements                               | Mooresfield Road<br>Intersection/Median Closures                 | S.Kingstown  | SP       | NS   | C    | 6.60  |       |       |       |       | 6.60   |
| Rt. 44   | Dancroft St. to West Greenville Rd.                              | Smithfield   | SP       | S    | C    |       |       | 5.00  | 7.00  |       | 12.00  |
| Rt. 5  | Metro Center Blvd. to Hillard Ave.                               | Warwick      | SP       | S    | C    | 3.00  |       | 5.00  |       |       | 8.00   |
| Federal Road                                     | Upland Way to Middle Highway                                     | Barrington   | SP       | S    | C    |       | 1.00  |       |       |       | 1.00   |
| Avenue for the Arts                              | Masonic Temple Roadway<br>Improvements                           | Providence   | SM       | S    | C    | 3.50  |       |       |       |       | 3.50   |
| Program Total                                    |  |              |          |      |      | 61.50 | 35.90 | 41.50 | 18.00 | 10.00 | 166.90 |

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# Major Projects with Multi Year Funding

Approved 3-11-2004

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|----------------------------------|--|--------------|----------|------|------|----------------------------|--------------|--------------|--------------|--------------|--------|
|                                  |  |              |          |      |      | 2004                       | 2005         | 2006         | 2007         | 2008         |        |
| Quonset Access Road Phase 1      |  |              | SE       | BNI  | DRC  | 14.00                      |              |              |              |              | 14.00  |
| Freight Rail Improvement Program | Track 7  |              | SE       | NS   | DRC  | 12.00                      |              |              |              |              | 12.00  |
| Project Modifications            | Non-Garvee Portion of I-195 Relocation and Quonset Access Road Phase 1 |              | A        | BNI  | DRC  | 5.00                       | 5.00         |              |              |              | 10.00  |
| <b>GARVEE 2004 Issue</b>         | <b>Debt Service</b>  |              | A        | BNI  |      |                            | 41.80        | 41.80        | 20.90        | 20.90        | 125.40 |
|                                  | I-195 Relocation   |              | SP       | BNI  | DRC  |                            |              |              |              |              | 143.10 |
|                                  | Washington Bridge  |              | SP       | BNI  | DRC  |                            |              |              |              |              | 33.70  |
|                                  | Quonset Access Road Phase II   |              | SE       | BNI  | DRC  |                            |              |              |              |              | 75.40  |
|                                  | Freight Rail Improvement Program                                       |              | SE       | NS   | DRC  |                            |              |              |              |              | 38.50  |
| <b>Future GARVEE Issue</b>       | <b>Debt Service</b>  |              | A        | BNI  |      |                            |              |              | 23.90        | 23.90        | 47.80  |
|                                  | I-195 Relocation   |              | SP       | BNI  | DRC  |                            |              |              |              |              | 184.80 |
|                                  | Washington Bridge  |              | SP       | NS   | DRC  |                            |              |              |              |              | 46.60  |
|                                  | Quonset Access Road Phase II   |              | SE       | BNI  | DRC  |                            |              |              |              |              | 25.60  |
|                                  | Sakonnet River Bridge  |              | SP       | NS   | DRC  |                            |              |              |              |              | 119.40 |
| <b>Program Total</b>             |  |              |          |      |      | <b>31.00</b>               | <b>46.80</b> | <b>41.80</b> | <b>44.80</b> | <b>44.80</b> |        |

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## State of Rhode Island and Providence Plantations

### Interoffice Memorandum

January 26, 2004

**To:** John P. O'Brien, Secretary  
State Planning Council  
**Department:** Administration

**From:** James R. Capaldi, P.E.  
Director of Transportation  
**Department:** Transportation

**Subject:** Request for TIP Amendment

In accordance with State Planning Council procedures and the Memorandum of Understanding (MOU) between our respective agencies, my staff has compared current project cost estimates to the amounts programmed in the Transportation Improvement Program (TIP). That review has found that four TIP projects now require a TIP amendment to reflect current project costs. This memo is to request a TIP amendment to address these project cost changes and to add two additional projects, *Federal Road* in Barrington and the *Avenue of the Arts* (Brownell Street) in Providence, to the Highway category of the TIP for funding in 2004. The requested TIP changes are described below and supported by the attached pages.

#### *Project Cost Changes*

1. **Jamestown Bridge Demolition** – Preparation of a Supplemental Environmental Impact Statement as well as a constructability review of the project has resulted in a cost estimate of \$20 million for the main bridge demolition. Since this estimate is based on a specific plan for demolition and disposal of the bridge structure addressing all expected environmental requirements, it is a much better estimate than the current TIP estimate. This estimate does not include any costs associated with the conversion of the North Kingstown approach to the bridge into a fishing pier. Based on a recent structural evaluation, engineers now believe that conversion of the existing bridge structure into a fishing pier is impracticable and that that section of the bridge must be removed and a new fishing pier constructed. Until a decision is made on the approach to build the fishing pier, costs cannot be accurately assessed, and we do not recommend programming funding of the work in the TIP. The cost

increase to this project is somewhat offset by an expected \$5 million in discretionary funding to be included in the 2004 Federal Appropriations Bill through the fine work of our Congressional delegation.

2. **Post Road – Frenchtown Road to School Street N. Kingstown** – This project is a full reconstruction in an urban setting involving major utility and drainage work as well as removal of the existing concrete roadway. The cost estimate in the TIP had not been updated in some time and the cost of the project is now projected to be \$11 million.
3. **ADA Projects** – The following projects have been selected for implementation by RIDOT during the next two years to make the sidewalks comply with Americans with Disabilities Act requirements.
  1. - **South County Trail**, Rt. 112 to Old Mill Lane, Charlestown
  2. - **Route 2 & New London Ave**, Rt. 2 - Rt. 113 to West Natick Rd, N. London Ave. to Warfield Ave. to I-295, Cranston, Warwick
  3. - **South Main Street, Providence**
  4. - **West Shore Road**, LaChance/Cambridge Ave. to Church Ave, Warwick

The cost estimate for these projects is \$4 million which exceeds the \$2 million programmed in the TIP.

4. **Route 4 / US1 Project** – The second phase of this project, the improvements to the Route 138 ramp, has now been scheduled for 2006 instead of 2005 as programmed in the TIP. The TIP should be amended to reflect this change.
5. **GARVEE Debt Service** – When the TIP was amended to enable the State to accelerate five major projects through issuance of GARVEE bonds; estimates of debt service payments were included in the TIP. Since then, the GARVEE team, consisting of State representatives from EDC, DOA and DOT, private bond counsel and banking experts, has established a plan for bond issuance, and the first of three series of bond sales has occurred. That team did an exceptional job of taking advantage of historically low interest rates as the GAVEE bonds were sold at a 3.52% interest rate as compared to a projected rate of 5.1%. Over the life of the bonds, the interest savings will amount to some \$34 million. The TIP now should be amended to reflect more accurately the expected debt service payment schedule. For 2005, the debt service payment will be \$41.8 million; an increase over the current TIP programmed level of \$30.2 million.

#### ***New Projects For Inclusion in the TIP***

1. **Federal Road – Upland Way to Middle Highway, Barrington** – This project has

emerged from the Study and Development process with an excellent design funded by the Town of Barrington. The current cost estimate of the project is \$1 million. The Study and Development subcommittee has endorsed moving this project into the Highway portion of the TIP for implementation. We support this project and recommend that the TIP be amended to fund this project in 2005.

2. **Avenue for the Arts (Brownell Street) – Providence** – Included in the Enhancement Program of the TIP has been two relatively small projects for improvements within the State House/ Veterans Memorial Auditorium (VMA) area of Providence. One project addresses sidewalk repair around the State House and the other streetscape improvements to the Avenue of the Arts. Since the last TIP was developed, plans have materialized for conversion of the Masonic Temple into a first class hotel. Private investment in the Masonic Temple conversion is expected to exceed \$80 million. With this level of private investment, there is a need for the State to increase the scope of the two TIP projects to address the transportation infrastructure needs of the area to accommodate pedestrians as well as automobiles and buses. A project is proposed for the Highway Program of the TIP at a cost of \$3.5 million to supplement the Enhancement projects. These combined projects will provide street and sidewalk improvements appropriate for the area undergoing so much private revitalization. The improvements to be made include:

- Sidewalk improvements to: Gaspee Street, Francis Street, Smith Street, Hayes Street and the Avenue of the Arts
- Complete redesign of the Avenue of the Arts to accommodate Hotel and VMA pedestrian and vehicular traffic
- Partial reconstruction of Park Street
- Resurfacing of Hayes Street and Francis Street
- Landscaping
- Street lighting to match Capital Center lamps and poles
- Extensive streetscape amenities on the Avenue of the Arts to enhance and compliment the Masonic Temple/VMA revitalization work

The attached sheets display the changes to the TIP from this proposed amendment as well as a fiscal constraint analysis showing that availability of funds to support the amendment.

We thank you and the Transportation Advisory Committee for considering this amendment proposal